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AROUND THE LAKES.

CLEVELAND.

Captain Harry Tyre has been appointed master of the passenger steamer Mascotte.

The new fire tug will be called after the father of the Cleveland fire department and Weatherby will be her name.

F. W. Wheeler, the popular ship builder of West Bay City was in Cleveland last Wednesday on business.

Messrs. Mead & Thomas have put two of their feed water purifiers on the boilers of the Screw works.

Tho fine new steamer W. H. Stevens was in port last Thursday and was much admired by all along the docks. She had a Dobbins life boat for the test on the Michigan at Detroit.

The new steel steamer now on the stocks at the Globe Iron Works Company's yard for the Mutual Transportation company will be named the Cambria, after a prominent Pennsylvania Iron Company.

Captain J. Doveil, of the schooner St. Lawrence, is in the city getting acquainted with his family. As this is but the second time the captain has been at home this season we think the wife deserves a china tea set.

The custom house authorities on Monday seized a contraband cargo of Canadian lumber brought to this port on the schooner Alzora. The duties had not been paid. The Cleveland burial case company will stand the loss until they get opportunity for redress.

The dimensions of the steel steamer contracted for by Captain Ira Owen and other Chicago gentlemen at the Globe iron yard will be as follows; keel 262 feet, over all 277 feet, beam 38 feet, depth of hold 23 feet. She will be completed by the Globe people ready for sea.

The officers of the Globe Iron Works Company are President, H. M. Hanna; vice president and general manager, J. F. Pankhurst; secretary and treasurer, Luther Allen; directors, H. M. Hanna, M. A. Hanna, J. F. Pankhurst, A. B. Hambleton, J. H. Smith and two others.

The schooner Mabel Wilson, 1224,58 tons Wheeler's new four mast, launch, was in port last Friday. This fine schooner is named after the daughter of our enterprising vessel owner Captain Thomas Wilson and some are shrewd enough to think that Captain Wilson is the owner and that Wheeler has closed a contract with him for the construction of another good one.

The Mutual Transportation Company has been incorporated in Cleveland with a capital of $1,000,000. The incorporators are Messrs. M. A. Hanna, L. C. Hanna, A. C. Saunders C. C. Bolton and Andrew Squires. The Cambria now building at the Globe iron yard is for this company and steel tonnage will be added as fast as it can be built at the above named yard.

At Globe drydock the schooner Charles Wall was in dock to have buts calked, the steamer Bessemen to have buts calked stern bearing fixed and wheel tightened; schooner Kingfisher to have buts calked; schooner Frank Perew to have buts calked; steamer S. J. Macy to have buts calked and new stern bearing brasses; schooner H. H. Brown to have a leak stopped and the schooner Saveland will go in this evening for repairs to her bottom.

Captain James Corrigan has added the steamer Australsia and schooner Polynesia to the fine fleet managed by him. Captain Corrigan's first investment in vessel property was during the season of 1885, when he and Captain William Mack purchased the schooner James Couch and Niagara. This season they added the steamer Raleigh and and schooner Lucerne and this last purchase increases the tonnage to 6057 tons. The purchasers are shrewd and enterpeising men and this give evidence that they have faith in the prospects for two or three good seasons on the lakes.

The new firm, Bassett & Presley, successors to McCurdy & Company of this city, is making a fine record and promises to be the most popular and the strongest firm of iron merchants on the lakes. These gentlemen have furnished more material for ship and boiler building, spike, nails and boiler tubes, than any other firm. Among their new orders is iron for W. F. Wheeler's three boats now building at West Bay City and one just launched from his yard; one steamer at Milwaukee, and three steamers in Cleveland. It is possible that some of our shipbuilders are paying two much for their nails, spike, etc., and in order to put themselves right they should get the prices and terms of this enterprising firm, as it represents the best manufacturers in the county.

CHICAGO.

Special to the Marine Record.

Grain freights are steady at 4¼c on corn and 4½c on wheat to Buffalo.

The propeller Jay Gould, Captain McCauley, which went ashore at Mission Point, Mackman island, last Thursday morning, arrived at this port Saturday afternoon from Lake Superior. She was unloaded and went into one of the Chicago Drydock Company's docks, when the damage was found very slight, requiriug only some repairs to her forefoot, and keel forward, to put her in seaworthy condition again.

The tug George E. Brockway arriyed this morning with the large scows Kellogg and Jacobus with one million and a half feet of lumber from Washburn and Bayfield, Wis.

The heavy wind from the northwest and big sea Monday night drove several vessels back to port. The steambarge T. W. Snook arrived Tuesday morning, minus some of her deck load.

At Miller Brothers' drydocks the steambarge Ida M. Torrent was in dock for a new stern bearing; the steambarge Oswegatchie for a newjstern post and wheel; the steambarge Daisy Day for some calking and general repairs; the schooner L. A. Simpson for a new center board box; the tug Alpha for repairs to stern bearings; steambarge Otis for repairs to stern bearing and wheel; the tug Black Ball for repairs; the schooners Vermont, Nancy Dell, Ostrich and Sophia J. Luff, and the tug Hackley had leaks stopped; the schooner J. H. Mead a new foremast; the steambarge Massasoit a new anchor stook; the tug Pearl was at the derrick for repairs to her stern bearing.

At the Chicago Drydock Company's yards the schooner L. M. Mason was in dock for a new forefoot and piece of keel; the propeller Jay Gould for repairs to fore foot and keel; the schooners George Steel and American to have leaks stopped; the steambarge R. C. Brittain received a new rudder and had her topsides and deck calked; schooner Two Fannies had her center board boxes calked; the schooner J. B. Wilbur received a new foremast; the schooner S. J. Luff a new fore gaff; the schooner Redwing had her deck calked; the Canadian propeller Cuba, schooners Penoke, Guiding Star and Eagle Wing and steambarge Argonaut some repairs; the steambarge Inter Ocean new timber heads; tug Martin Green new tow post.

A jam, lasting several hours, occurred at Main street bridge on Monday, occasioned by the steambarge Nellie Torrent trying to pass the schooner Eveline in the north draw of the bridge. Great inconvenience was caused to a number of loaded vessels, the water in the south draw of the bridge not being of sufficient depth to allow them to pass through. The schooner received considerable damage to her sides.

The schooner J. A. Holmes came into the harbor with her colors flying at half mast. While the vessel was abreast of Grosse Point Martin Ellefson, brother of the captain, fell overboard and was drowned. The wind was blowing fresh from the northwest and the sea was running high. The vessel was hove to, but the unfortunate sailor went down before the crew could reach him.

A dispatch from Escanaba to the Ford River Lumber Company at this port, states that Captain Nels Anderson, is recovering and he hopes to be well enough to leave for Chicago in about a week.

The steambarge Manistique of Detroit arrived on the night of the 23d with the barge Meneknane, with lumber from Oscoda, the Manistique has been purchased by the Oscoda, Salt and Lumber Company, and will tow their barges Meneknane and Marinette.

Captain John Laing has resigned the command of the schooner Willie Loutit and has been succeeded by Captain John Lundberg.

The Dunham Towing Company have increasad their towing rates ten per cent, thereby placing themselves on an equality, with the other towing company's at this port.

The schooner Guido Captain H. Larson, with slabs from Pier port arrived here Tuesday afternoon. She had been in collision with the schooner A. J. Mowry, laden with lumber for this port, about 25 miles W. S. W. of Manitowoc, Saturday at 2 a. m. the Guido was on her starboard tack close reefed and the Mowry on the port tack, carrying her lower canvas. Those on board the Guido tried all they could to avoid a collision but the Mowry bore down upon them and crashed into their port bow carrying away a considerable porton of her rail, bulwarks and covering board, a cathead some stanchions and some deck plank and headgear. The Mowry carried away her jibboom.

Lumber freights have improved the rates are $1.50 from Muskegon and $1.75 from Manistee to Chicago.

There is a boom in iron ore freights $1.75 per ton from Escanaba to Cleveland has been given.

WILLIAMS.

BAY CITY.

Special to the Marine Record.

The propeller Arundel, went to French river Sunday, with a load of camp supplies for H. M. Loud of Oscoda.

Lake freights on lumber quoted as follows: Bay City to Buffalo, $2.00; Saginaw to Bay City to Buffalo; $2.12½ Ohio, $1.70; Saginaw to Ohio, $1.87½.

Cross, Randell & Gordon of Saginaw are contemplating the purchase of a small harbor tug to do their lighter transfering.

The barge C. L. Young and Jane Ralston, both finished out their loads at this port during the week.

The work of improving the Saginaw river under the recent appropriation will be commenced next week.

W. A. Beebe & Company, will finish their big job of dredging around McGraw's farm this week. The dredge has done about 2½ miles of work on this contract and if the farm proves a success Beebe & Company will have all the work they can do for some time to come as a number of marsh land owners are waiting for results from the McGraw farm.

The small schooner Dreadnaught, mention of which was made in last weeks RECORD, as having been run into and sunk by the tug O. W. Cheeney, is having her cargo of gravel removed and will be patched up and brought to Bay City for repairs. The Dreadnaught was built at Brewer's mills near the straights of Mackinaw, in 1874, for a wrecking schooner. She was soon after purchased by Mr. Cumming, who gave her a rebuild at this port in 1883, since which time she has been engaged in the gravel and stone trade from the bay shore. Mr. Cumming had no insurance and places his loss and time at $1,500.

The new four masted schooner Mable Wilson, has been painted above the water line a light green with white upper works. She is a beautiful model and will carry 85,000 bushels of grain.

The tug Waldo A. Avery is now engaged almost exclusively in harbor towing.

The Boom Company tugs are nearly through with the seasons work and expect to lay up in another week or so.

Dockwolloping just at present is a very remunerative business, many days the men earn from $5,00 to $6,00 per day.

The elegant new steamer Ossifrage, Captain Byron Armstrong, has arrived at this port from Black River, where she has been running in connection with the Detroit, Bay City & Alpena railroad. She will take a load of camp supplies to Marquette the latter part of the week.

The iron tug Record and tow are in the river and loading for Ohio ports.

The tug S.S. Rumage brought in the three barges of the ill-fated tug Anna P. Dobbins.

About 10:30 o'clock on Friday night last as the steambarge H. S. Hubbell was coming up Saginaw Bay with her tow, and about eight miles northeast of the Charities, Captain Herman Bennett suddenly espied a barge swinging a red light. On getting within hailing distance it was learned that the barge was one of tug Anna Dobbins' tow, and that the tug was sinking only a short distance away, her stern pipe having given out. It was raining and the night was very dark. A little later the tug's whistle was heard and then all was silence, the boat having gone down. Captain Bennett, in the meantime, had waited around and rendered all the assistance possible. The barge Matilda was reached which had picked up the Dobbins' crew. Captain Bennett then headed for this port and upon arrival the tug Rumage was sent after the three barges. The Dobbins was on her way up from Cleveland to Saginaw river, towing the barges Golden Harvest, Matilda and Pacific. She is in sixty feet of water.

The barge Norway is loading at Tawas this trip.

The schooner General Weaver brought in a load of paving blocks for up-town parties on Friday.

The stevedores at Tawas have struck for 50c per hour instead of 40c, the former price. There was a big kick, but the "shovers" won the day.

The steambarge Edward Smith loaded at Tawas on Thursday for Tonawanda.

The schooner George W. Wesley, that has been in the Lake Superior trade during the summer, will return to the river and carry lumber from now out. SHAW.

SAULT STE MARIE.

The steamer Frances Smith of the Collingwood line was released by the customs officers on her giving bonds to the amount of $16,000. The seizure caused her week's loss of time.

MILWAUKEE.

William A. Landerson, keeper of Cana Island light, Dore County, has written to Collector Kroze, of this city, notifying him that the wreck of the schooner J. F. King, which foundered off there on September 15, is in the line of vessels passing up and down, and consequently is dangerous.

The schooner Silver Cloud was seized by the marshal on complaint of H. Channon & Company of Chicago for supplies.

The steamer City of Milwaukee, bound for supplies.

The steamer City of Milwaukee, bound for Grand Haven, is adrift about thirty miles off this port, having injured her wheel. She has twenty passengers. She was towed into Grand Haven by tugs. The damages will be one thousand dollars. It is said she will be laid up the balance of the season.

ERIE.

A fireman on board the propeller Juniata fell or jumped overboard on Saturday night when the boat was about eight miles east of Dunkirk on her way to Erie. His name was Michael Boyle, residence Cincinnati. The engineer noticed him standing in the gangway, but thought nothing of it until he heard a splash, when the steamer was stopped, a boat lowered and after searching for an hour without avail Captain Ryder proceeded to Erie.

ENGINEER CORPS. U. S. A.

Following is a list of engineers U. S. A., on the lakes and western rivers and post office address.

BVT. BRIG. GEN. O. M. POE,
No. 34 Congress-st. West, Detroit, Mich.

COL. W. E. MERRILL,
Custom House, Cincinnati, Ohio.

LIEUT. COL JOHN W. BARLOW,
Chattanooga, Tenn.

MAJOR CHAS. R. SUTER,
1415 Washington ave., St. Louis, Mo.

MAJOR AMOS STICKNEY,
P. O. drawer 99, Louisville, Ky.

MAJOR ALEX. MCKENZIE,
Rock Island, Ill.

MAJOR OSWALD H. ERNST,
Custom House, St. Louis, Mo.

MAJOR A. N. DAMRELL,
Mobile, Ala.

MAJOR CHAS. J. ALLEN,
P. O. box H, St. Paul, Minn.

MAJOR CHAS. W. RAYMOND,
P. O. drawer 432 New Orleans, La,

MAJOR L. COOPER OVERMAN,
No. 89 Euclid ave., Cleveland, Ohio.

MAJOR A. M. MILLER,
Custom House, St. Louis, Mo.

MAJOR THOS. H. HANDBURY,
Chicago, Ill.

CAPT JAS. C. POST,
Custom House, Cincinnati, Ohio.

CAPT. CHAS. E L. B. DAVIS,
Milwaukee, Wis.

CAPT. D. W. LOCKWOOD,
Grand Rapids, Mich.

CAPT. E. H. RUFFNER,
517 Vermont-st , Quincy, Ill.

CAPT. C. B. SEARES,
106 Madison-st., Memphis, Tenn.

CAPT. EDWARD MAGUIRE,
Oswego, New York.

CAPT. WM. L. MARSHALL,
P. O. drawer 42, Milwaukee, Wis.

CAPT. CARL F. PALFREY,
Grand Rapids, Mich.

CAPT. ERIC BERGLAND,
P. O. drawer 52 Vicksburg, Miss.

JARVIS PATTEN, Commissioner of Navigation,
Treasury Department, Washington, D. C.

WORK ON THE WELLAND.

It is known that the work of enlarging the Welland canal has been undertaken by the Canadian authorities, and it is said there is hope of having it completed before the opening of the navigation season of 1887. The depth of the canal is to be increased two feet, and an exchange in speaking of it says that "instead of dredging from the bottom of the canal, the engineers are building the banks two feet higher. The work has been prosecuted with a good deal of zeal between Port Dalhousie and St. Catherines, and on parts of the long level between Port Colborne and the guard lock. When the banks have been raised two feet throughout the entire length of the canal arrangements will have been completed for raising the water correspondingly, thus allowing vessels with a draft of fourteen feet to pass through without lightering. The present draft of the canal is only twelve feet. The old canal was only ten feet deep. While the Canadian government is deserving of commendation for every improvement they make on this magnificent artificial stream, there is a deep-seated feeling among vessel men that they ought to deepen it to sixteen feet at least, and thus open the lower lake ports to the great mass of vessels which comprise the lake marine. There are comparatively few big vessels trading through the canal now. The Monteagle, W. J. Averill, W. L. Frost, Oneida, W. A. Haskell, and Pacific are the largest, and with one exception, these are kept on the route to form a western lake connection with an eastern road. The owner of the Monteagle is liable to withdraw her and place her in the Buffalo trade at any time. The enormous charges of the Welland railroad company for lightering cargoes, when added to the tolls, makes the route altogether too expensive for the average vessel owner. If, however, the Canadian authorities deepen the channel throughout its length sixteen feet, they will permit the largest craft to go through to Lake Ontario, barring a few steam and two or three sail vessels. But by doing this they would render the Welland railway almost worthless, for its chief source of income for years has been from overloaded canal carriers. It might be well to state, too, that the Welland is really a branch of the Grand Trunk, the road which is so powerful in Canadian official circles."

HOW A VESSEL OWNER GOT RICH.

The new steambarge William H. Stevens, which was recently built at Bay City at a cost of $90,000, is one of the first wooden vessels on the lakes. W. H. Stevens, after whom the steamer is named, is reputed to be one of the wealthiest vessel owners in Detroit. An interesting incident connected with his early life was related by a marine man recently. Twenty years or more ago Stevens was a young man with plenty of pluck and very little money. When the silver mining excitement was spreading throughout the country he scraped together about $100 and went to Colorado. Locating a claim he employed a gang of men and began operations, but before he struck a lead his money gave out. The miners demanded their pay, and not receiving it attempted to lynch their employer. A noose was put around his neck and the end of the rope flung over the limb of a tree. Then Stevens, who had never flinched, though he saw death staring him in the face, asked his would-be murderers to listen to him for five minutes. They consented, and in a passionate appeal for his life he told them that if they would return to work he would settle in full at the end of a week. The men agreed, and in less than the allotted time they struck a vein of ore that made their employer a millionaire.—*Chicago Tribune.*

The Navy Department has issued warrants for the final payments to the assignees of John Roach on the monitor Puritan and the new dispatch boat Dolphin. In the last appropriation bill there was an item authorizing the Secretary of the Navy to pay $60,000 for the case and maintenance of the Puritan at Roach's shipyards. This amount was, however, considered excessive, and after due consideration, an offer of $25,000 to the assignees was made, providing they waived all claim against the Government on account of the Puritan. The offer has been accepted, and the Government is relieved from a disagreeable controversy which at one time looked as if it would develop into a lawsuit. The final payment on the Dolphin, a warrent for which amount has been issued, is $20,000. The assignees wanted $45,000, but the Secretary again interposed. He claimed that the charge was exorbitant, and, besides, the vessel did not come up to the terms of the contract. There were many extras included in the charge of $45,000 on which payment was refused. After some discussion, the sum of $20,000 was accepted, and the Dolphin may now be said to be a Government vessel. She will, no doubt, be put in commission at an early date, and will probably be attached to one of the foreign squadrons.—*New York Nautical Gazette.*

HOW THE PIRATES WERE DEFEATED.

The voyage had been long, and the crew and passengers were English; they had consumed liberally of bottled beer and the empty bottles were lying in barrels in one of the state rooms attached to the cabin. "Bring up the bottles and break them over the deck," said the missionary's wife. The captain caught on to the suggestion and very quickly the bottles were scattered and smashed, so that the deck was covered with broken glass from the very farthest point of the bows as far back as the entrance to the poop cabin. Everybody was heavily booted for the occasion and therefore could walk around with little danger. The Malays go bare footed all their lives, and the glass promised to make a serious interference with their locomotion. Some pigs of lead were placed near the bows and two sailors were detailed to pitch these missiles into the proa when she came alongside, in the hope of smashing her frail bottom, and having done so they were to run aft and join the rest of the party of defenders.

The pirates came on according to their usual custom and swarmed over the bows. Some of the foremost were brought down by the muskets in the hands of the brig's people, but a great many more were leveled by the broken glass. One of the pigs of lead was well aimed and fell into the proa, smashing a hole that kept her occupants busy to save her from sinking. The pirates crowded on board with great rapidity; those behind pushed the foremost ahead, and none of them comprehended the new enemy they were dealing with until too late. The broken glass cut their feet and they fell to the deck; and as they writhed and twisted about in their efforts to rise they were lacerated more and more. Not one of them got further aft than amidships, and all the forward part of the deck was literally covered with wounded Malays. In five minutes it was plain to see that the assailants had got the worst of it, and the brig's people would have things their own way. The fire of the muskets was directed to the leaking proa, which was thus compelled to retire to a safe distance; looking astern, the captain saw a breeze approaching, and very soon the sails of the brig filled, and she began to forge ahead.

The captain requested the missionary and his wife to retire to the cabin, promising to call them in case they were wanted, though he didn't think their presence would be needed for any subsequent proceedings. The proa was soon put far astern, and then the crew was put to work to rid themselves of their unwelcome visitors. "I didn't want 'em to suffer with the pain of the salt water in their wounds," said the captain afterwards telling the story, "so I had each of them knocked in the head with a handspike before he was flung overboard. Besides, I thought it was too good a tip for 'em to be telling the other pirates, so that they'd wear shoes the next time they boarded an English ship."

LITERARY NOTICES.

THE OCTOBER ATLANTIC brings Henry James's notable serial, "The Princess Casamassima," to an exciting close. It is followed by a timely paper on the late King Ludwig, of Bavaria, under the title of "A Mad Monarch," by E. P. Evans; Mr. Edward F. Hayward discourses of John Wilson as "A Literary Athlete" while Elizabeth Robins Pennell furnishes a curious study of "The Witches of Venice." Charles Egbert Craddock and William Henry Bishop continue their powerful narratives; Bradford Torrey and Mary Agnes Tincker contribute respectively a pretty out-door sketch and an Italian idyl, while among more solid articles is Professor N. S. Shaler's "Race Prejudices." Edith M Thomas and Henry Luders provide graceful poems, and there are careful reviews of Rice's Abraham Lincoln, Bacon's Dictionary of Boston, Hutchinson's Diary, and other books, while The Contributors' Club and Books of the Month bring the number to a close. Houghton, Mifflin & Co., Boston.

HARPER'S MAGAZINE for October not only maintains but re-enforces its claim to leadership in literary and artistic excellence. The frontispiece is an engraving from a masterly drawing by J. R. Weguelin, illustrating Horace's Ode, "Persicos Odi"—a translation of which by Sir Stephen E. De Vere, Bart., is given in this number. The most striking of the illustrated articles is Miss Amelia B. Edwards's "Story of Tanis," the latest and most interesting chapter of Egyptian exploration. Two important articles of military and naval interest are contributed to this number—"The National Home for Disabled Volunteer Soldiers," by Maria B. Butler, and "United States Naval Artillery," by Rear-admiral Edward Simpson—both amply illustrated. Mr. Warner's story, "Their Pilgrimage," includes Richfield's Springs, Cooperstown, and Niagara Falls, with seven excellent illustrations by Reinhart. Mr. Blackmore's "Springhaven" is continued, illustrated by Alfred Parsons and Frederick Barnard. Thomas Nelson Page contributes one of his characteristic southern sketches, entitled "Ole 'Stracted," illustrated by A. C. Redwood; and a very strong short story, entitled "The River Floweth On," is contributed by Helen Gray Cone. The Editor's Easy Chair, by George William Curtis, the Study, by W. D. Howells, and the Drawer, conducted by Charles Dudley Warner, are, as usual, full of thoughtful, timely, and entertaining matter.

Navy department officials are wondering why it is they receive no bids for the construction of the new cruisers authorized at the last session of congress. The advertisements were printed some two weeks ago, but as yet no bids have been submitted, and the only communication received about the vessels has been from a San Francisco firm, which asked to have copies of the plans.

RECORD OF VESSEL PASSAGES.

PASSED DETROIT.

DETROIT, Sept. 23.—Passed up, forenoon—Barge Don M. Dickinson and three barges, tug Castle and schooner F. A. Georger, Winslow and schooner E. R. Williams, A. C. Andrews, F. M. Smith, tug Annie Dobbins and five barges, steambarge A. A. Turner and three barges, Tacoma, tug Colton, schooner Josephine and barge John Ritchie, steambarge Sir S. L. Tilley and four barges, Nahant.

Afternoon—Steambarge S. E. Sheldon and schooners S. P. Fly, Fayette Brown, Jas. G. Blaine, propellers Progress, Philadelphia, barge C. J. Kershaw, Hubbell and four barges, City of Mt. Clemens.

Morning, down—Propellers California, Acadia, tug International, barges M. M. Drake, A. Weston and two barges, propellers Conemaugh, Lycoming, barges Nevada, Smith Moore, O. Townsend and consort, A. Folsom and schooners F. Perew, Kingfisher.

Afternoon—Barge Ballentine and consort, propeller Starucca, barge J. P. Perena, Yosemite and one barge, Handy Boy, propeller H. J. Jewett, barge J. H. Devereux, propeller Boston.

DETROIT, Sept. 24.—Passed up, morning—Barge Tempest and four barges, George L. Colwell and three barges, Business and consort, tug Colton and schooners Monterey, Southwest, tug Wilcox and schooners Jos. Paige and Canton, propellers Avon and Nebraska, tug Jessie and schooner E. P. Beals, barge D. W. Rust and consort, J. P. Donaldson and two barges, tug Moore and schooners Sunrise, Arthur, Minnie Slawson, M. A. Muir, G. M. Case, barge White and Friant and four barges.

Afternoon—Barge E. B. Hale, schooner Thomas Quayle, Niagara, R. J. Hackett and consort, Handy Boy, Cleveland and three barges, Westford and two barges, Allegheny and two barges, J. W. Westcott and consorts.

Morning, down—Tug James Reid and schooners Selkirk, Jas. E. Gilmore, propeller S. F. Hodge, steambarge Garden City and five barges, Australasia and consort, Sanilac, Maine and four barges, Otego and three barges, propeller Albany, steambarge Lowell and four barge, D. Leuty and four barges, D. F. Rose and three barges.

Afternoon—Steambarge J. H. Farwell and consorts, E. J. Macy and consort, Empire and three barges, propeller Lehigh, steambarge W. H. Gratwick and two barges, Republic and consorts, Passaic and five barges, C. H. Green and consorts.

DETROIT, Sep. 25.—Passed up, forenoon—Steambarge S. C. Baldwin and four barges, tug Torrent, barge Hattie Perine, propeller New York, tug Folger and schooner Seaman, steambarge Benton and four barges, Nashua and two barges, Clyde, propeller W. J. Averill.

Afternoon—Tug James Reid and schooner Ida Keith, propeller Waverly, steambarges Mt. Clemens, Kalkaska, Queen of the West.

Forenoon, down—Steambarge Mineral Rock and three barges, tug Justice Field and five barges, Oneida and schooner Fayette Brown, Music and four barges, barge W. H. Barnum, tug Crawford, steambarges Colonial and Specular, Jas. H. Prentice and consorts.

Afternoon—Propeller Pacific, barge Forest City and consort, Erin and consort, propellers Lycoming, Annie Young, India.

DETROIT, Sept. 26.—Morning, up—Propeller Saginaw Valley, steambarge Hecla and consort, Germania and four barges, John F. Eddy and consort, tug Charlton, barge Columbia, consort, and schooner Jura, Smith, Yosemite and consort.

Afternoon—Tug Crusader and schooner H. G. Cleveland, steambarge Michigan and three barges, schooner Grace Murray, propeller St Louis, steambarge J. H. Devereux.

Forenoon, down—Steambarge Bruno and consort, Kincardine and three barges, Oscoda, tug Kate Williams, and schooners Saveland, Our Son, Craftsman, propeller Syracuse, Canada.

Afternoon—Steambarge Salina and three barges, Fred Mercur, Birckhead and four barges, tug Champion and schooner Angus Smith, Marengo, I. N. Foster, Newsboy.

THROUGH THE SAULT.

SAULT STE MARIE, Sept. 23.—Morning, down—Steambarge Kate Butteroni, schooner Teutonia, propeller Canada, steambarge Bruno, schooner Laura, propeller Idaho.

Afternoon—Steambarge James Fiske, Jr., tugs Charles West, Annie Clark, Natt Stickney.

Forenoon, up—Steambarges Alpena, Geo. Spencer, schooner David Dows.

Afternoon—Steambarge Vienna, schooner Verona, propellers Fountain City, Athabasca.

SAULT STE MARIE, Sept. 24—Morning, down—Propeller India, steambarge Fred Kelly, schooners Queen City, M. R. Warner.

Afternoon—Steambarge Argonaut, steambarge C. Tower, Jr., schooner San Diego.

Morning, up—Steambarge Onoko, tug E. M. Peck, schooner Midland Rover, propeller Peerless.

Afternoon—Propeller Ontario, and steambarge Jim Sheriff, schooner Pathfinder, propeller Badger State, steambarge Siberia, schooners Nelson Bloom, Plymouth, propeller Roanoke, steambarge Minneapolis, schooner Wm. McGregor, tug Constitution, schooner Havana, steambarge Superior, and schooners Sandusky, John Martin, propeller Wisconsin.

SAULT STE MARIE, Sept. 25.—Morning, down—Propeller Winslow, steambarge W. L. Wetmore, schooners Brunette and John O'Neil, steambarge Continental, schooner Magnetic.

Afternoon—Steambarge Porter Chamberlain, schooners Ida Corning, A. J. Bliss, steambarge Escanaba.

Forenoon, up—Tug E. M. Peck, schooner Conquest, steambarges William Chisholm, Tacoma, propeller China, steambarge Oregon, schooners Francis Palms, P. S. Marsh, steambarge Chauncey Hurlbut, schooners C. G. King, Senator.

SAULT STE MARIE, Sept. 26.—Morning, down—Propeller City of Duluth steambarges Russia, Sparta, schooner Sumatra and propeller Wallula, tug Mildred, schooner W. T. Cappell, steambarge Cormorant, schooner R Winslow, steambarge V. Swain, schooner Helvetia, steambarge John N. Glidden, and schooners Fred A. Morse, G. H. Warmington.

Afternoon—Propellers New Orleans, Athabasca and Japan, tug Mystic, schooners C. H. Johnson, George Sherman, and Eliza Gerlach.

Morning, up—Steambarge Hiawatha, and schooner Minnehaha, propeller City of Owen Sound, Campana.

Afternoon—Tug Samson, schooner E. C. Hutchinson, S. L. Watson, propeller Alberta, steambarge R. J. Hackett, schooner Susan E. Peck, propeller Nebraska, Empire State, steambarge E. B. Hale, schooners Thomas Quayle, J. C. Card, steambarge J. S. Fay, schooner D. P. Rhoades, tug M. D. Carrington, scow Mentor, steambarge Kasota, schooner Geo. W. Adams, propeller Armenia, steambarge S. E. Sheldon, schooner S. P. Ely, steambarge Business, schooner Kate Winslow, steambarge James Pickands, schooner Wayne, steamer S. L. Tilly, schooners J. R. Benson, G. M. Neelon, Augusta Merritt.

THROUGH THE STRAITS.

MACKINAW CITY, Sept. 23.—Morning, down—Propeller W. H. Prentice and two barges, schooner Ellen Spry, tug Mocking Bird.

Afternoon—Crusader with schooner Jas. Mowatt, propeller Wm. H. Barnum, Peerless, tug Winslow with schooner Newsboy.

Morning, up—Schooner Moonlight, tug Crusader with barges Uranus, Walter Sherman, H. J. Mills, and M. I. Wilcox.

Afternoon—Schooner Unadilla, M. Stalker and J. S. Richards, Red, White and Blue, tug Champion, John Owen with schooners Michigan, and Elizabeth A. Nicholson.

MACKINAW CITY, Sept. 24.—Morning, down—Schooner Angus Smith tug Champion with schooners Marengo, I. N. Foster.

Afternoon—Schooner Harvey Bissell, propeller T. W. Palmer and consort.

Morning, up—Propellers Portage, Jay Gould, John Pridgeon, Wm. Edwards with schooner Golden Age, propeller T. S. Faxton, schooner Granger.

Afternoon—Propeller Iron Age with schooner D. E. Bailey.

MACKINAW CITY, Sept. 25—Morning, down Propeller Gordon Campbell with schooners Allegheny and Annie Sherwood, D. Ballentine with schooner Northwest; schooner H. W. Sage, tug Samson with schooners Emma L. Hutchinson and A. L. Watson, propeller Canisteo with schooner Mears, Fred Mercur, schooner David Stewart, A. Mosher, Wawanosh, Hattie Wells.

Afternoon—Skylark, propeller Hiawatha and consort, schooner Hattie Hutt, propeller Favorite.

Morning, up—Propeller Nahant, schooner Waukesha, G. A. Marsh, Halsted, Golden Fleece, Mary Collins, propeller C. J. Kershaw.

Afternoon—Schooner John B. Merrill, propeller Lincoln and consort, schooner Bay State, propeller Buffalo and schooners A. E. Vickery, Avon.

MACKINAW CITY, Sept. 26.—Morning, down—Propeller H. Chisholm with schooners A. Bradley, Rochester.

Afternoon—Schooner West Side, E. J. McVea.

Morning, up—Propeller White and Friant and four barges, schooners John B. Merrill, F. M. Smith, D. S. Austin, Itasca, M. W. Page, Abbie L. Andrews, M. J. Cummings.

Afternoon, up—Propellers Milwaukee, New York, W. J. Averill.

PASSED PORT COLBORNE.

PORT COLBORNE, Sept. 23.—Passed up—Schooner Singapore, Thorold to Cleveland; steambarge S. C. Baldwin and barge, Charlotte to Superior City, barges Dashing Wave, Grace Whitney, and Albany, Charlotte to Houghton; steamship W. J. Averill, Ogdensburg to Chicago.

Down—Schooner M. A. Lynden, Cleveland to St. Catharines.

PORT COLBORNE, Sept. 24.—Passed up—Schooner Jennie White, Oswego to Toledo; Rival, Ogdensburg to Cleveland.

Down—Schooner City of Sheboygan, Chicago to Oswego; steambarge Nipigon and barges, Detroit to Ogdensburg; propeller Acadia, Chicago to Montreal; California, Chicago to Montreal.

PORT COLBORNE, Sept. 25.—Passed up—Schooner Jessie Scarth, Thorold to Sandusky.

Down—Schooner Willie Kellar, Detroit to Ogdensburg; A. J. McBrier, Detroit to Ogdensburg; J. G. Worts, Toledo to Wellers' Bay.

[Continued on 4th page.]

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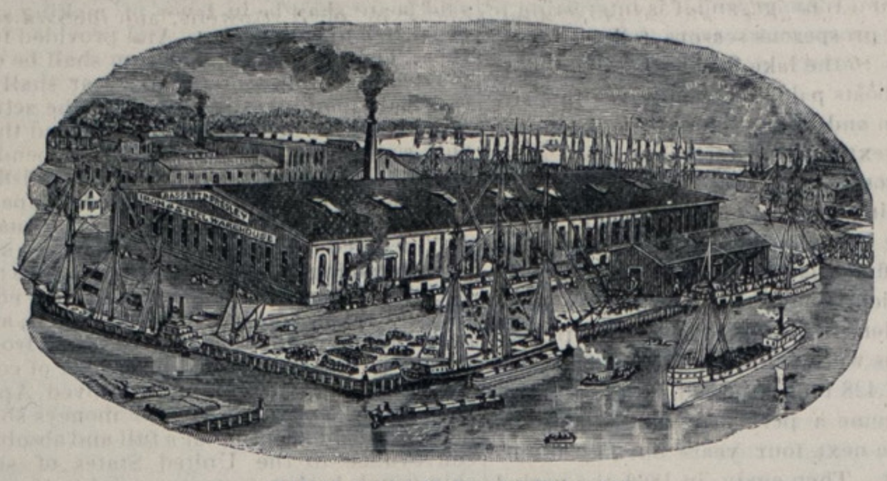

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Commencing Sunday, May 30, 1886 at 5 o'clock p. m the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express.....	*2 55 A M	*3 05 A M
No 8, N Y, B & A Express.....	*8 25 A M	*8 50 A M
No 26, Elyria Accommodation.....	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 45 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 45 A M
No. 10, New York & Boston Ex..	*11 40 A M	*12 noon
No 12, N Y & B Fast Express.....	*2 10 P M	*2 45 P M
No 2, Night Ex via Norwalk.....	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky...	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express.....	*12 15 A M	*12 25 A M
No. 23 Cleveland Express.....	*2 15 A M	
No 3, Chicago Express via " ..	‡6 00 A M	6 30 A M
No 25, Mich Accom Norwalk.....	.....	†6 30 A M
No 21, Toledo Ex via Norwalk...	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky..	*10 45 A M	*10 50 A M
No 9, Chi Pac Ex via Norwalk....	*6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only...	.....	†4 30 P M
No 27. Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:15 a. m, and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

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Following is the time in effect April 25, 1886, and until further notice:

EASTWARD.	Arrive.	Depart.
Buffalo Passenger	*10 40 A M	*10 45 A M
Chicago Passenger.....	*9 00 P M	.....
Local Freight.....	* 4 40 A M	* 5 45 P M
WESTWARD.	Arrive.	Depart.
Chicago Passenger	.....	*6 45 A M
Fostoria Pascenger	*4 46 P M	*4 51 P M
Local Freight.....	* 5 00 P M	* 5 50 P M

ROCKY RIVER ACCOMMODATION.
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EUCLID ACCOMMODATION.
Depart—*6 24 a. m , *9:10 a. m,. *5:05 p. m.
*Daily except Sunday.

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A. A. POMEROY, EDITOR AND PROP'R

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, SEPTEMBEB 30.

SHIPBUILDING PROSPECTS.

With $2.00 freight on ore from Marquette, $1.75 from Escanaba, 4¼@4c½ on grain from Chicago, 6½@7c on wheat from Duluth, 90c on coal from Buffalo, and $1.00 from Cleveland up, vessel owners have taken courage and show their faith in the prosperous condition of lake traffic at present and the promise for several seasons to come by investing largely in new shipping. A season of depression in business circles is always followed by one of prosperity. The bottom was reached last season when lake business languished throughout the entire year, and vessels were laid up by the score early in September. This season the contrary is the rule, tonnage is scarce at the rates quoted above. Capitalists, realizing this fact, and believing in a continued demand that will return them a good rate of interest on their investment, are bent on building, notwithstanding the fact that many good freight boats have already been put afloat to compete for cargoes this season.

A review of the present orders for new ships will be of interest. Cleveland, being the center of shipbuilding, comes first on the list with ten new boats, three steamers at the Globe Iron Works Company, one of large size, of steel, for the Cleveland Transportation Company, one of steel for H. H. Brown and others, and the other for a Chicago syndicate, represented by Mr. Ira Owen. At Wm. Radcliffe's yard timber is already arriving for two wooden freight steamers of large proportions, one for Captain George Berriman and others, and one for Messrs. Bradley, Grover and others. At Quayle's Sons' yard, which has recently been enlarged, four vessels have been ordered, three of which are well under way, two schooners for the Wilson Transit line, one of which will be converted into a steamer, and two steamers for Moore & Bartow. At Presley & Company's yard a fine freight steamer is being built for Messrs. Palmer & Johnson. The Detroit Drydock Company has contracts for building two wooden steamers at the Detroit yards, and two at the yards at Wyandotte, all of which will be large carriers. At the iron yard in Buffalo the Union Drydock Company are making preparations to build a large steel steamer for the Union line, to be followed by others as speedily as possible, and at Mills & Company's yard a large wooden freight steamer is already well under way. At F. W. Wheeler's, West Bay City yard, workmen are busy laying down three large freighters, and Mr. Davidson, who has sold all of his fleet, is engaged on a large steamer for his own account. At Milwaukee the Milwaukee Shipyard Company, which has just launched a fine steamer, will at once commence work on another, and at Wolf & Davidson's yard the steamer now on the blocks will be replaced by another of like model. Then follow the ports with one ship capacity, Trenton, Marine City, Mt. Clemens, St. Clair, Grand Haven, all of which are busy on capacious freight boats, those at Simon Langell's St. Clair yard and Morley's Marine City yard being the largest ever built at those ports.

It has been announced in the dailies that the tonnage now under way is the largest ever put afloat in any one season, but that is not the case. We can cite a number of years since 1817, when 1250 tons were built, that exceeded the present year, both in number and tonnage, and it is interesting to note that prosperous seasons followed great additions to the lake fleet. In some cases the new boats paid for themselves in a single season and were sold at the beginning of the next season for more than their original cost.

In looking over an official table, prepared by Jarvis Patten, commissioner of navigation, we find that in 1854 43,306 tons were built, which is more tonnage than the above specifications will aggregate; then in 1855 45,427 tons were built, in 1856 63,928 tons, in 1857 51,428 tons, after which there seems to have come a period of depression, and during the next four years but 75.000 tons were built. Then again, in 1862, the period of the war, we find a revival of the lake marine interests, and 53,804 tons were put afloat, in 1863 67,972 tons, in 1864 49,151 tons, after which the fluctuations show a range between 36,000 and 44,000 tons until 1873, when every yard on the lakes was busy, and tonnage to the amount of 92,450 tons was built, the greatest amount in the history of the lakes, followed the next year by 91,986 tons. This enormous addition of tonnage to the lake fleet seemed to satisfy capitalists for the next ten years, and shipbuilding run low with the exception of 1881 when tonnage to the amount of 75,504 tons was floated. With the exception of the years 1876-'77-78 and 79 there was less tonnage launched on the lakes last year than during the same period since 1862; namely 22,290 tons. It must be understood that all the figures given do not represent freight tonnage alone, but tonnage of all classes.

It is, therefore, safe to say that if the addage that history repeats itself is true, we will have three or four prosperous seasons, of which the present is the forerunner, that is, our winter of discontent is made glorious summer by a two-dollar rate on ore, etc.

WIGGINS THE PROPHET.

The hurricane, predicted by the great Canadian wizzard, is an eminent fraud. In olden times men of brains who advocated measures and inventions, prompted by common sense, if too much in advance of the views of their neighbors, were burned at the stake, notwithstanding their inventions and prophecies could not possibly destroy the peace of the citizens. Wiggins, on the contrary, is a pessimist; he is not happy unless he can call the turn (in his mind) on some dire event whereby many people must necessarily lose their lives and property. We have no use for this great weather-wise man of Canada, and the sooner he is confined in a mad house, in a department for incurables, the better for the community. His foolish prognostications would not have much weight but for the fact that the people in the vicinity of Charleston and other cities disturbed by the last earth agitation are living in mortal terror of their lives; the rumbling of a railway train, or the sighing of the ocean breeze through the trees, or the slightest jar, after their recent experience, puts them in a panic. In fact, any untoward noise puts them under a nerve tension which can not long be borne, and the more timid ones become agonized beyond measure. Add to this the prophecy of a negro seer, a native of South Carolina, that the world was to be wiped out, absorbed, let down into the bowels of the earth, where the fire rageth and the whangadoodle mourns for the first born, and we have a condition of things that borders on the chaotic. This negro seer and E. Stone Wiggins should be used as bait for fishes, for a lake captain puts it, "there never was a negro prophet who was ever much profit to the country." Just so with Wiggins. The hurricane does not materialize, and the earth will not rumble.

STURGEON BAY CANAL.

A meeting of the board of engineers to discuss the advisability of transferring the Sturgeon Bay canal to the government and making it free of toll and at the same time consider the views of the public in regard to the expediency of such action, will be held at the office of M. L. Marshall, captain of engineers, on the 18th of October inst. Captain Marshall, in his official capacity, invites the public, interested in the transfer, to make their views known at the meeting. Following is the text of that portion or provision of the bill which will come under consideration:

"For making free of toll to commerce the Sturgeon Bay and Lake Michigan ship canal, connecting the waters of Green Bay with Lake Michigan, in the state of Wisconsin, $112,500, or so much thereof as may be necessary: Provided, That no part of said sum shall be expended until the secretary of war shall have caused an examination to be made by a board of three United States engineers into the importance and value to commerce and navigation of the free use of said ship canal, and unless the report of said board shall be in favor of making said canal free to commerce: And provided further, That no part of said sum shall be expended until the secretary of war shall be satisfied, upon investigation, as to the actual cost of said canal to said company; and then only so much of said sum shall be expended as the said secretary of war shall be satisfied is necessary to reimburse the said company for advances and expenses actually made and incurred in constructing said canal, and in maintaining the same, over and above the net proceeds of the lands granted by congress to aid in constructing said canal, and over and above the tolls received therefrom, with interest, as provided by the act of congress making said grant, approved April 10th 1866; and none of said moneys shall be expended except upon a full and absolute conveyance to the United States of said ship-canal, harbor easements, rights of way, piers, docks, and appurtenances of every name and nature pertaining to said work, free and clear of all liens and incumbrances."

DULUTH WITHOUT A DRYDOCK.

It goes without saying that Duluth is the coming commercial center of the northwest. Her enterprising citizens have secured considerable recognition from the government in the way of aids to navigation; they have erected large elevators to contain the vast quantities of grain that pour into her lap; constructed thousands of feet of dock room, but being far removed from a drydock where repair work can be done she needs a drydock and shipyard. Being at the head of one of the stormiest lakes of the system, a lake abounding in reefs and dangerous hidden rocks, a drydock at Duluth is essential to vessel interests. Many thousands of dollars could have been saved to owners if their vessels could have been repaired at Duluth. Timber, iron and labor are plenty and cheap there, and we venture to say that before the opening of the next season a drydock and shipyard, provided with every facility for repair work and shipbuilding, will be among the institutions of the Zenith city. The prospects outlined for the coming two or three seasons warrant the assertion.

THE famous law suit brought by the Phœnix Insurance Company against the Goodrich Transportation Company, will be argued in the United States Supreme court next Tuesday. Robert Rae, attorney for the plaintiff, leaves for Washington to deliver his argument in person. The case is one in which all vessel owners are greatly interested, for it involves the constitutionality of the limited liability act. In 1880 a disastrous conflagation occurred at Green Bay, Wis., and it was charged that the flames originated from a spark from the Goodrich line steamer Oconto. The losses aggregated something like $200,000, a large share of which was covered by insurance policies in the Phœnix. The insurance company paid its losses and brought suit against the owner of the steamer to recover the amount, claiming that the steamer was responsible for the fire. A year ago last March the case came up for trial at Oshkosh and the jury decided against the Goodrich company. The latter then petitioned the United States district court to limit its liability to the value of the steamer, which was worth about $19,000. The court granted the petition and the insurance company took an appeal to the United States Supreme court where it will endeavor to show that the act limiting the liability of vessel owners is unconstitutional as it is in direct contradiction of that part of the constitution which says that gold and silver alone can be used as legal tender. Attorney Rae will also argue that Congress in passing the limited liability act for the purpose of encouraging shipping, had no legal right to build up another man's business at the expense of the community.

NOTICE is given by the lighthouse board that on and after October 20 a fixed white light will be shown from the lighthouse recently erected in the village of Port Sanilac, Mich. The illuminating apparatus is of the fourth order, lighting 270 degrees of the horizon. The focal plan is fifty-two feet above the ground and sixty-nine feet above lake level, and the light should be seen in clear weather from the deck of a vessel ten feet above the lake fifteen statute miles.

AN unfamable bear, says that the cost of carrying our visible supply of wheat is $950,000 per month, $31,200 per day, $1,300 per hour, and $216 per minute, $36 per second When the bulls read it, then "list the bazoo of the blooming" market.

[*Vessel Passages Continued from 3d Page.*]

THROUGH THE SAULT.

SAULT STE MARIE, Sept. 27.—Forenoon down—Steambarge Simon Langell, schooners S. M. Stephens, F. M. Knapp, Sweetheart, steambarge Alpena, D. M. Wilson, schooners Manitowoc, C. B. Jones, propeller United Empire.

Afternoon—Propeller Remora, tug Constitution, schooner Sligo, steambarge Osceola.

Morning, up—Steambarge J P. Donaldson, schooners Nellie Mason, Brightie, tug Constitution, schooner Josephine.

Afternoon—Propeller Arctic, steambagre J. W. Westcott, William Brake, O'Neil.

SAULT STE MARIE, Sept. 28.—Morning, down—Propeller Dominion, steambarge H. B. Tuttle and schooner S. H. Foster, propellers Onoko, Spokane.

Afternoon—Propeller Jos. L. Hurd, steambarge Wm. Chisholm, propeller Ellen Garry, schooners Glenora, John Gaskin.

Morning, up—Propeller Smith Moore, steambarge J. H. Devereux.

Afternoon—Propeller St. Louis, steambarge Columbia, schooners Comrade, Jura, steambarge Clinton, schooner Grimsby, steambarge S. C. Baldwin, schooners India, Albany, Grace Whitney, Dashing Wave, steambarges M. M. Drake, Hecla, schooner Nellie Redington, steambarge Wocoken.

SAULT STE MARIE. Sept. 29.—Morning down—Steambarge Minneapolis, schooner Wm. McGregor, tug E. M. Peck, schooner Florida, propeller Fountain City.

Afternoon—Alberta, steambarge Cuba, schooner Donaldson, propeller Ontario, and steambarge D. D. Calvin, schooner Prussia, Superior, schooners Sandusky, John Martin.

Morning, up—Steambarges V. H. Ketcham, Wm. H. Stevens, propeller Nyack.

Afternoon—Steambarge Iron Chief, and schooner Iron State, Alcona, schooners Alta, Rhoda Emily, schooner Guiding Star, propeller Waubun.

PASSED DETROIT.

DETROIT, Sep. 27.—Passed up, morning—Barge W. H. Ketchum, tug International and schooner Lafrinier, barge Alcona and consort.

Afternoon—Barge Oceanica, propeller Chicago, steambarge Lowell and barges, D.C. Whitney and consort, tug Ballentine and schooner Melvina, propeller Oneida, steambarge Otego and two barges, propeller S. F. Hodge, tug Park and schooner P. B. Locke, barge Mary Pringle and scow Onward.

Morning, down—Barge C. Tower and consort, tug Castle and schooner Pensaukee, F. W. Gifford, John Magee, Winslow and schooners A. B. Norris, George, Nassau, steambarge H. C. Schnoor and one barge, W. R. Stafford, consort and schooner H. W. Sage, M. Sicken and three barges.

Afternoon—Barge Mackinaw, propellers Northerner, Russia, barge Fred Kelley and consorts, propeller Rochester, tug Sweepstakes and schooners Homer, St. Lawrence, barge Continental, consort and schooner Hattie Wells, propeller Gordon Campbell, Annie Sherwood, Allegheny, tug John Martin and schooner D. Stewart, Wauwanosh.

DETROIT, Sept. 28.—Passed up, forenoon—Propeller W. A. Haskell, steambarge City of Cleveland and schooner Abira Cobb, Garden City and five barges, D. Ballentine and consort, A. Weston and barge, Oscoda.

Afternoon—Tug Castle and schooner Skylark, River Queen and schooner H. C. Richards, steambarge George King and four barges, propeller Boston, barge R. Wallace and consort.

Morning, down—Tug A. W. Colton, propeller Newberry, tug A. J. Smith and five barges and disabled propeller D. W. Powers, schooner Theo Voges, propeller Vanderbilt, steambarge Porter Chamberlain and three barges, propeller Tioga, yacht Cyclone, propeller Delaware, barge W. L. Wetmore, consort, and schooner John O'Neil, City of Mt. Clemens, Sakie Shepherd, Point Abino, Cormorant and schooner R Winslow, propeller Clarion, barge Sparta and consort.

Afternoon—Barge V. Swain and consort, James G. Blaine, Kalkaska, John N. Glidden and consorts, Alpena, propeller Arizona.

DETROIT, Sept. 29.—Passed up, morning—Steambarge Lothair and two barges, tug Wilcox and schooner J. F. Joy, steambarge Egyptian, consort, and schooner Chas. Wall, propeller Lycoming, barge Republic and consorts, propeller B. W. Blanchard.

Afternoon—Propeller H. J. Jewett, tug Ella Smith and four barges, barge City of Mt. Clemens.

Morning, down—Propeller Cuba, steambarge D. M. Wilson and consort, propeller Arabia, barge Simon Langell and schooners Stevenson, Sweetheart, F. M. Knapp.

Afternoon—Barge Wm. Cowie and two barges, S. C. Hall and three barges, City of Rome and consort, Glasgow and four barges, Ira Chaffee and two barges, propeller Osceola, barge Onoko, tug Champion and schooners Westside, C. H. Johnson, Eliza Gerlach, C. Sherman, barge John B. Lyon and consort.

THROUGH THE STRAITS.

MACKINAW CITY, Sept. 27.—Morning, down—Propeller Colorado with schooner Annie M. Peterson, propeller Cuba.

Afternoon—Schooner A. Boody, George Steel, propeller City of Concord, Champlain, tug Moore with schooners R. Hallaran, Jas. D. Sawyer, Swallow, Naiad and Daniel G. Fort.

Morning, up—Schooners Sunrise, Arthur, and propellers T. S. Faxton, Wissihickon, schooner E. P. Beals, Oak Leaf.

Afternoon—Geo. M. Case, M. A. Muir, propeller Queen of the West, schooner Myosotis.

MACKINAW CITY, Sept. 28.—Morning, down—Propeller City of Rome with schooner Redwing, schooner L Hanna, propeller John B. Lyon with schooner John M. Hutchinson, schooners Rising Star and Higgie.

Afternoon—Imperial, Montana, Nevada, Wm. Shupe, Commerce.

Morning, up—Propeller City of Grand Rapids.

Afternoon—Propeller Chicago.

MACKINAW CITY, Sept. 29.—Morning, down—Propeller D. W. Rust with schooners L. C. Butts and D. K. Clint, schooner General Franz Siegel and Lizzie A. Law, propeller Favorite.

Afternoon—C.F. Curtis with three barges, schooner Polly M. Rogers.

Morning, up—Schooner C. C. Barnes, propeller W. A. Haskell, Starucca, Juniata.

Afternoon—Favorite.

PASSED PORT COLBORNE.

PORT COLBORNE, Sep. 27.—Passed up—Schooner S. Neelon, Kingston to Cleveland; Hoboken, Oswego to Detroit; steamship W. A. Haskell, Ogdensburg to Chicago.

Down—Schooner Blazing Star, Detroit to Oswego; W. H. Oades, Detroit to Cape Vincent; Hartford, Detroit to Oswego; propeller Pacific, Chicago to Ogdensburg.

PORT COLBORNE, Sept. 28—Passed up—Schooner J. R. Noyes, Oswego to Chicago;

Down—Schooner Ellen Spry, Chicago to Oswego; Singapore, Cleveland to Brockville; Craftsman, Chicago to Kingston; steambarge Bruno and one barge, Duluth to Kingston; Erin and one barge, Chicago to Kingston; propeller Canada, Duluth to Montreal.

PORT COLBORNE, Sept. 29.—Passed up—Steambarge Monteagle and barges, Charlotte to Chicago; Tecumseh and barges, Kingston to Toledo.

Down—Schooner Nassau, Chicago to Sodus Point; Wawanosh, Manistee to Kingston; schooner G. G. Houghton, bound up the lake from Buffalo, ran back here to-day; also steambarge Tecumseh and consorts, run back for shelter, and are in harbor to-night.

A SUBSCRIBER desires to know who was master of the steamer Empire of the old N. T. line in 1876. We are indebted to Messrs. Stowell & Chestnut, local inspectors at Oswego, for the information that the Empire was inspected at Ogdensburg, N.Y., June 20, 1876, and that Captain H. R. McAuley was master.

[*Around the Lakes Continued from 1st Page.*]

BUFFALO.

Special to the Marine Record.

The weather during the week has been very unsettled and at times threatening, but as yet we can't say that we have had any of the old-fashioned live gales generally looked for at this season of the year.

Business is good on the lakes, with an upward tendency in freight rates. In hard coal rates there has been two advances during the week. At the beginning 75c were paid, then 85c, and at this writing contracts have been made at $1.00 to Chicago and Milwaukee and 60c to Lake Superior. The coal men can't see any reason to advance the latter rate, and cling to the idea that vessels will take all they want to ship at that rate for ballast. It rests with the vessel men as to whether they can send it forward in that way or not. The iron ore freights are now governing the freight rates in all other directions, and I can't see why they don't reach the coal freights to Lake Superior ports just as well.

Arrivals since Monday were the W. H. Barnum, James Mowatt, Nevada, S. Chamberlain, Fayette Brown, Fred Mercur, Montana, Australasia and Alverson, schooner Niagara (which will load railroad iron for Two Harbors, Lake Superior, on contract), T. W. Palmer, Ogarita and E. L. Coyne.

The Nevada, on her last trip down, through stress of weather damaged about 1,000 bushels of her wheat cargo, valued at 85c a bushel. Her load was taken at Duluth. She also brought down with her the boilers and such portions as were found of the engines and other material of the wrecked steamer Scotia.

Canal freights have again reacted with a slight advance. We quote 5¾c paid and 6c asked.

The objection made by the Merchants' Exchange to taking wheat cargoes after ore has been carried in the vessel, is based on the fact that ore discolors the grain, and always appears in the flour. Were the dust evenly distributed through a cargo of 50,000 bushels it probably would not be noticed, but the man who buys a car load that contains the sweepings is sure to be the loser. The inspectors, therefore, have been ordered not to accept grain colored by ore. A proposition to the Lake Carriers' Association to take the matter up does not appear to meet the approval of that body, as it was stated by an officer yesterday that it was a question which belongs more properly to the Vessel Owners' Association.

In Buffalo we are suffering for want of tonnage to meet the demand of our shippers for up freight, and the lack of it can be attributed to the course pursued by the very men who are now anxiously seeking it. If they had advanced freights a month ago they would have had all they wanted, but now no one will be astonished if coal tonnage goes up to $1 50 and $2.00 per ton before the close of the season. There was a very active inquiry for coal tonnage Monday and Tuesday, but vessels were scarce. The Australasia, Alverson, Farwell, Rutter, and Godfrey all were taken for Lake Superior loads; but the demand was greater for tonnage to Lake Michigan, and but few vessels in the market. The Lehigh was taken early on Monday at Saturday's rates, 90c, but Tuesday the steambarge W. H. Gratwick, and her two consorts, Marvin and Freyer were taken for Milwaukee at $1.00, and later the steambarge Selah Chamberlain and consort Fayette Brown were put in for the same rate and port, the T. W. Palmer and consort for a Lake Michigan port, and the W. H. Barnham and James Mowatt at the same rate.

Complaints having been made by millers of the condition of some of the wheat brought to this port in iron ore vessels. The flour and grain inspection committee of the Merchants' Exchange met and passed the following: Resolved, That the chief inspector of grain be instructed to reject such portions of cargoes of wheat as are discolored by iron ore dust as though they were damaged by water or any other cause. The secretary was directed to notify parties interested at the lake ports, and the Lake Carrier's Association.

A Collingwood dispatch says that the steamer Telegram, en route from Byng Inlet with passengers and freight, is ashore at the Forks of Waubuna and the ship channel.

A steamer has been sent to her assistance.

Captain James Davidson has sold to John Huntington and Captain J. C. Corrigan, of Cleveland, the steamer Australasia and schooner Polynesis for $160,000 cash. The Australasia is here and the Polynesia is up the lakes. The former came out in 1884 and carries 2,400 tons, the latter in 1885, and carries 1,800 tons. This sale closes out Captain Davidson's fleet, most of the vessels going to Cleveland. Captain W. Reed will still command the Australasia the remainder of the season. Captain Davidson has in vessel property remaining the barge R. Carney.

The Erie canal is providing to meet the increase in lake business. The Express says: The activity looked for in the building of canal boats appears to have fully warranted the predictions, though the new craft, being mostly begun late in the season, will not be finished in time for use this year. One of the most active of Buffalo builders is Mr. Adam Homer, whose works are at Baker's drydock, beyond the Terrace station. He has already achieved a fine success in the boat A. S. Osterhoust, which without any apparent increase in size was able a few days ago to load 8,700 bushels of wheat, which she has taken to New York. He expects to have a second boat done so as to make at least one trip down this fall. During the winter he will build four others, part of which are already sold. But for the yard being occupied for repair work more boats would have been built this summer; though in general the scow model is preferred. Mr. Homer builds his boats round forward and square aft. At Dimmer's yard, in the old Western Transportation slip, below the Erie street depot, the boat William H. Newcomb has been turned out and the boat W. F. Sheehan has already been announced. At Riley's yard, on Skinner canal, the boat Wallace Prouty has been built, and it is understood that George H. Notter has three under way. At Murphy's yard, below Erie street bridge, one is building for Superintendent Betts. Bailey at Tonawanda has built the boat George Elmslie this season, and has one or two more on the stocks. There are several boats building at Lockport, one a steamer, and one has been built by Cady, at Albion. It is reported that the Rochester yards are inactive, but the boat Henry Taylor has been turned out at Rome, It is estimated that from 18 to 25 boats will be added to next year's fleet from the yards on this end of the canal alone.

Captain Whipple of Detroit, who lately bought the Ogarita, was in the city yesterday awaiting the arrival of the Palmer tow. The Ogarita will still tow with the Palmer. She will receive a new main mast at Mills' shipyard. WM.

MUSKEGON.

The C. J. Smith left Muskegon eleven days ago with a cargo, of sawdust and lumber. She has not since been heard of. The captain of the St. Joseph says it is the general impression that the Smith went down in the severe gale that swept the lake a week ago last Saturday night. She had a crew of four men and was owned by Captain Smith her master.

The schooner Pilot, bound from Chicago without cargo, was driven on the beach near the Muskegon piers Monday morning. Tugs went to her assistance and succeeded in getting her afloat before night. The extent of her damage is not known.

CHEBOYGAN.

The tug Cuyler released the schooner George Steele, ashore at Bois Blanc island. The vessel was grain laden for Midland and ran on in a fog. She is not damaged.

EAST SAGINAW.

Special to the Marine Record.

The Boom Company tug Giant struck a log on Thursday, breaking her shaft. A new one was put in at Bartlett & Company's works.

The tug Anna has been at Bartlett's for repairs to her boiler, including new flues etc.

The steamer L. G. Mason took a large party of excursionists up the river Sunday. It is estimated that no less than 1100 people were fishing at Shiawassee lake.

Tha steamer Abercorn while winding around above the Bristol street bridge, Thursday, ran aground, but was released after three hours hard work.

Captain Jas. Moiles has command of the night crew on the tug Grant.

Engineer John Derry has succeeded Jacob Oscar as chief engineer on the tug Anna.

Fifty cents per hour still rules as the price for loading lumber.

The Tittabawassee Boom Company will complete rafting at the Muskegon Boom in two weeks.

The propeller Porter Chamberlain and consorts Ida Corning, A. T. Bliss and T. H. Cahoon, owned in this port, and which have been engaged in the ore trade during, the season, will go into the lumber trade for the ballance of the season. SHAW.

DETROIT.

The repairs to the steamer Milton D. Ward, which was damaged in a collision with a steambarge on Lake St. Clair on the 12th inst., have been completed at Detroit drydock. While in the drydock she was thoroughly overhauled and the last vestige of the Cole compact was elminated by painting on her bow Grummond's line." She resumed her regular trips on Monday.

The final inspection of the revenue steamer Michigan attracted much interest. The board of naval inspectors consisted of Rear Admiral James E. Jonett, President of board: Captain R. F. Bradford, Commander H. C. Taylor, Chief Engineer Philip Hichborn. The exercises consisted of battalion drill after which the ship was thoroughly inspected as to cleanliness and its efficiency as a man-of-war. Then came naval drill, which included the following details. Clearing decks ready for action. Exercise at great guns. Exercise with small arms. Pistol drill. Howziter or light infantry drill. Arming, equipping and away boats. Sail and spar drill. Abandoning ship, Test of the Dobbins' life boat. Commander John J. Read, in command of the Michigan conducted the drills, exercises etc., the crew making a creditable showing. Rear Admiral Jonett, who reached the city last Thursday night, is quite well known in Detroit, having been commander of the steamer Michigan in 1870, and he is known as a genial man of fine instincts, whose friendship is valuable. He is a native of Kentucky, and is now in his 58th year. As a boy he entered the United States Navy. His service on the Michigan was followed by promotion to past captain of the line-of-battle ship New Hampshire from 1378 to 1880. Then he was promoted to be commodore and was stationed with the North Atlantic squadron. About three years ago he was again promoted to rear admiral and it was shortly after this that he was called upon with his squadron and some 500 additional men, to protect the property of the Pacific Mail Steamship Company and of the Panama, Railway Company at Panama during the Barios insurrection about two years ago. The admiral's excellent judgment and prompt action resulted in the salvation of the City of Panama, while his ability as a diplomat went far in relieving the strained relations which existed for a time between the United States and the States of Colombia.

CLAYTON.

Special to the Marine Record.

Dr. A. Bain has sold over two hundred of his famous St. Lawrence fishing boats.

Propeller W. L. Frost passed down Friday evening.

Propeller Averill passed down Saturday afaernoon, her flag at half mast in memory of her late commander L. W. Bailey, who died in Ogdensburg.

Schooner Jennie White passed down with grain.

Mr. Curtis and ex-Mayor Rose, of Cleveland, were in town Saturday, guests at the Walton House.

The water, during the greater part of the season, has been higher than for many years before, but it is now down to its normal condition.

For the past week we have had considerable wind and rain from the south and southwest, which we might call our equinoctial storm. If so, we will probably have a long warm fall season.

We are sorry to hear of the bad misfortune of Captain William Griffin in the loss of his vessel.

The steamers St. Lawrence and John Thorn have been taken off the Cape Vincent route for the season.

Captain William Elliott, of the steamer Juniata, was fined thirty-five dollars for his kindness in towing the disabled steamer Varona into port. The Canadian officer claimed he took her in Canada waters to a Canadian port, while others saw him when he took her in tow, and say that they were inside of American water. Now is the proper time to decide the boundary line near Wolf island. B.

BAY CITY.

On Friday the tug Annie Dobbins sunk in six fathoms in Saginaw Bay, eight miles southeast of Charity Islands. She was bound for Bay City with the barges Matilda, Golden Harvest, and Pacific. The crew were picked up by the Matilda. The cause of her sinking was the giving out of the steampipe. The Dobbins was built by Mills of Buffalo, in 1862 rebuilt in 1881, was owned by Captain Lundy and others of Cleveland; forty-one tons; insurance value, $10,000; rate, A2½.

TOLEDO.

The Star Line Steamer Saginaw has done a successful business during the season now drawing to a close. As previously announced in the Commercial, she is to be overhauled and rebuilt this winter and next season she will resemble the Greyhound in appearance. The Star Line are also considering the advisability of putting another fast steamer in the line. If this is done there will be two boats daily for Detroit, one leaving in the morning and one in the afternoon.

The propeller Myles, Captain Green from Montreal, with 1,200 tons of coal from Erie for the C. P. R at Port Arthur, struck on Hare Island, about twelve miles from Port Arthur, and grounded hard and fast. The purser came to town in one of the propeller's row boats and engaged Marks' tug Mary Ann, with lighters Black Prince and Messenger to go to the assistance of the Myles. The crews of the steambarge Celtic and consort Grantham, unloading coal for the Dominion Company, were also engaged to help unload a portion of the cargo. The propeller is raised over four feet out of the water, and will have to be considerably lightered before being pulled off. No serious damages to the boat believed to have been incurred.

Colonel Charles S. Stewart, corps of engineers, by direction of the president, and at his own request, has been placed upon the retired list. He was the senior officer of the engineer corps when General Newton was retired, but his ill health took him out of the list of eligibles for the position of chief engineer. Colonel Charles E. Blunt, who is now the ranking officer of the corps, in anticipation of his retirement, for age, next January, has asked for and been granted leave of absence until that time. This leaves Colonel James C. Duane as the ranking officer of the corps and a prominent candidate for the vacant position of chief of engineers.

ENGINEER CORPS, U. S. A.

Following is a list of engineers U. S. A., on the lakes and western rivers and post office address.

BVT. BRIG. GEN. O. M. POE,
No. 34 Congress-st. West, Detroit, Mich.

COL. W. E. MERRILL,
Custom House, Cincinnati, Ohio.

LIEUT. COL JOHN W. BARLOW,
Chattanooga, Tenn.

MAJOR CHAS. R. SUTER,
1415 Washington ave., St. Louis, Mo.

MAJOR AMOS STICKNEY,
P. O. drawer 99, Louisville, Ky.

MAJOR ALEX. MCKENZIE,
Rock Island, Ill.

MAJOR OSWALD H. ERNST,
Custom House, St. Louis, Mo.

MAJOR A. N. DAMRELL,
Mobile, Ala.

MAJOR CHAS. J. ALLEN,
P. O. box H, St. Paul, Minn.

MAJOR CHAS. W. RAYMOND,
P. O. drawer 432 New Orleans, La,

MAJOR L. COOPER OVERMAN,
No. 89 Euclid ave., Cleveland, Ohio.

MAJOR A. M. MILLER,
Custom House, St. Louis, Mo.

MAJOR THOS H. HANDBURY,
Chicago, Ill.

ADVERTISEMENT.

PUBLIC NOTICE—STURGEON BAY AND LAKE MICHIGAN SHIP CANAL.

U. S. ENGINEER OFFICE,
MILWAUKEE, WIS. September 25, 1886.

The following provision is contained in the River and Harbor Act, approved August 5, 1886:

"The Secretary of War is authorized and directed "to appoint a board of three engineers of the United "States Army whose duty it shall be to examine, in "all their relations to commerce, the Sturgeon Bay and "Lake Michigan Ship Canal connecting the waters of "Green Bay with Lake Michigan, in the state of Wis-"consin, with a view to making the same a free pass-"age way and harbor of refuge; to consider their "value, and all other matters connected with their "usefulness to navigation, and which shall give infor-"mation as to the expediency of the work and the de-"sirability of their acquisition and improvement."

The Board of Engineers constituted in obedience to the foregoing law will assemble publicly at 366 Milwaukee street, Milwaukee, Wisconsin, Thursday, October 21, 1886, at 10 a. m. for the purpose of ascertaining through public discussions the opinion of the public in egard to the canal.

Written statements, which are specially invited, should be sent to the undersigned not later than October 18, 1886, so that a full and exhaustive interchange of opinions may be had at the time of the meeting.

W. L. MARSHALL,
Captain of Engineers.

TREASURY DECISIONS.

PENALTIES INCURRED BY VIOLATION OF REVISED STATUTES.

TREASURY DEPARTMENT, August 3, 1886.

Sir: Your letter of the 31st ultimo is received, reporting more fully in regard to the fines charged to have been incurred by the schooner Eva, of Conneaut, Ohio, namely a fine of $50, under section 4325 Revised Statutes, for a failure by her master, Luman Kennan, to surrender her license within three days after its expiration and a fine of $30, under section 7 of the act of June 19, 1886, for being found trading with an expired license.

You report that the license expired on the 20th ultimo, while the vessel was in your district, her home district at that time being that of Cuyahoga. Under this state of facts, the master was not bound to surrender his expired license in your district within three says; therefore no fine was incurred by him under section 4325 Revised Statutes. The license having expired in your district unless the Eva was found trading between different places therein without a previous renewal of the license, the fine of $30 did not attach under the act cited, if section 7 was in force and after the 19th of June last, it was not in force on that date, then the penalties imposed by section 4371 Revised Statutes, did not attach, unless the Eva was at that time trading between different places in your district. You will therefore treat the fine reported to your office as collectible from the Eva as not incurred.

As regards the rule, embraced in article 1116 of the customs regulations, it should be observed whenever a petition for remission is forwarded by a collector, though there may be special cases in which the department can act upon an application without insisting upon an affidavit.

To Collector of Customs, Sandusky, Ohio.

ALLOTMENTS OF SEAMEN'S WAGES.

TREASURY DEPARTMENT,
BUREAU OF NAVIGATION,
WASHINGTON, D. C., August 9, 1886

To U. S. Shipping Commissioners and Collectors of Customs acting as Shipping Commissioners ex-officio.

Missapprehension exists among shipping commissioners and others interested as to the effect of section 3 of the act of June 19, 1886, (the full text of which is embodied in Circular No. 75, current series) amending section 10 of the act of June 26, 1884, be far as these statutes relates to the payment of wages to seamen.

While certain shipping commissioners consider that "advance" wages may now be paid, others correctly construe the law as forbidding such payments.

Section 10 makes it unlawful in any case to pay any seaman wages before leaving the port at which such seamen may be engaged in advance of the time when he has actually earned the same, or to pay such advance wages to any person."

Under section 3, above cited, however, allotments of wages may be made before they are due to a wife, mother, or other relative, or to an original creditor in liquidation of any just debt for board or clothing which he may have contracted prior to engagement. But the statute limits the allotment, in the case of a creditor, to an amount not exceeding ten dollars per month for each month of the time usually required for the voyage for which the seamen has shipped; requires payments to be made under such regulations as the Secretary of the Treasury shall prescribe and provides that no allotment to any other person or corporation shall be lawful.

No other mode of obtaining security at the port of departure for the payment of a seamen's debts from his wages before they have become due is authorized by the statute; and all attempts at evasions of the law on the part of owners, agents, masters or consignees either by cashing seamen's promissory notes with a view to collection abroad, by shipments at nominal wages for a part or the whole of the voyage, by the sale of the seamen's kit to the mate or other person, and the payment of the proceeds to the sailor's landlord, or by other analogous devices, will be perilous, in view of the penalty denounced by the statutes.

Allotments will be made to original creditors as aforesaid, subject to the following regulations, which are necessary under the terms of the statute, viz:

1. The allotment note will be in the form of an order, bill, or draft, describing the voyage and specifying the name of the ship and will be addressed to the person undertaking to pay the wages allotted.

2. The aggregate amount of the allotment, the number and amount of the instalments, the place of payment, and the dates when the instalments become due, will be specified in the note.

3. The shipping commissioner will state on the note, over his signature, that the stipulation for the allotment has been inserted in the agreement as provided for by law.

4. The notes will be signed by the seamen, and also by the master, and be "accepted" by the payer. They must be made in duplicate, and marked "original note" and "duplicate note" respectively, as the case may be. The original will be given to the payee, and the duplicate will be filed with the shipping commisioner as evidence and for use in case of the loss or destruction of the original.

5. A declaration will be indorsed on the note by the creditor substantially as follows: "The undersigned hereby declares that he is the original creditor of the seaman who has made the within allotment note; that said seaman is justly indebted to him in the amount thereof for board or clothing; that the within allotment covers such indebtedness; that said indebtedness was contracted prior to said seaman's engagement for the voyage within named, and that no part of said indebtedness was for money paid to said seaman or other person."

6. Blank forms in harmony with the above regulations will be supplied, on requisition, to the proper officers, who will see that they are not delivered to payees until filled out in the manner indicated by the form prescribed, nor until indorsed with the declaration required by these regulations.

Approved:

S. C. FAIRCHILD, Acting Secretary.

YACHTS VIOLATING REVISED STATUTES—HAW PUNISHABLE.

TREASURY DEPARTMENT, August 13, 1886.

Sir: Your letter of the 9th instant submits the case of a violation of law, entered as No. 58 on your report of offences and penalties for the week ending the 7th instant, namely, a violation of section 4218, Revised Statutes by Thomas W. Dawson; master of the yacht Tidal Wave, of Newark N. J. This yacht arrived at Jonesport, in your district, on the 4th instant, and cleared the next morning without reporting.

No penalty is imposed on yachts by section 4218, Revised Statutes, for a failure to report, and it is doubtful whether the penalties imposed, either under section 2773 or 2774, Revised Statutes, for not reporting can be enforced against vessels other than such as are engaged in commerce, as implied by these sections. It is possible the yacht may be held on the bond which it is presumed was gived under section 4214, Revised Statutes. But this is a matter for the consideration of the collector of customs in her home district.

To Collector of Customs, Machias, Me.

NOTICE TO MARINERS.

The Canadian Marine Department has issued notice for the guidance of mariners, as follows: A beacon light has been established on Carey Point, on the north sideof entrances to Great Bras D'Or. Cape Breton, which will be put into operation September 20. It will be fixed red, thirty feet above high water mark, and visible five miles.

The establishment of a fog trumpet on theextreme end of the point at Point Lepreaux Station, in the Bay of Fundy. It will be sounded during thick weather, fogs and snow storms, two blasts of five seconds duration in each minute, leaving intervals of twenty-five seconds during each blast. A fog whistle will be in operation when the trumpet is out of order.

A lighthouse has been erected on the southern extremity of Cape Sharpe; in the Basin of Minas, Cumberland county, Nova Scotia, which will be in operation October 1. It will be fixed red and elevated sixty-four feet above high water, and will be visile ten miles. It will enable vessels to avoid the dangers of Black Rock.

A fog alarm has been erected at Thunder Cape, Lake Superior. It is located fifty yards south of the lighthouse.

A lighthouse and fog alarm has also been erected on Caribou Island, Lake Superior, and it will be in operation on September 26. The light will be white and revolving, flashing every ten seconds. It will be seventy-six feet above the level of the lake, and should be visible fifteen miles. The fog alarm building is situated 100 feet south of the lighthouse tower.

MARINE ENGINEERS' ASSOCIATIONS.

The National Marine Engineers' Beneficial Association of the United States is one of the oldest organizations of the kind in the country. Comparatively little is known of it, publicly, for the reason that its members have attended strictly to the objects of their association, and avoided demonstrations of any kind. They have not courted popularity, and their principal officers have not issued manifestoes or descanted in columns of brevier upon the burning wrongs of engineers and their claims to better treatment. The officers have not thrust themselves upon public attention in any way, or sought to convince the world at large that they were great statesmen, with great minds, that had, somehow, been singularly overlooked hitherto.

Instead, the marine engineers of the country have been earnestly at work to convince their brethren that the shortest road to advancement and greater social consideration laid directly in personal exertion and effort, in raising the standard of their acquirements as engineers, and in keeping pace with the improvements in their trade. To this end the marine engineers' societies have equipped their rooms with libraries, and have called in men of ability to instruct them upon matters outside of everyday engineering. Lecturers of eminence have appeared before marine engineers' associations during the winter season in various parts of the country, and the result is that the members have been improved mentally, morally, and socially. Concerning this last a great deal has been done. By the fusion of the individuals comprising the societies in one mass, local prejudices and mere slanders concerning this or that man have been shown baseless, and a much better state of feeling obtains throughout the trade all over the country in consequence. Also, the moral status of individuals has been raised. It is scarcely possible for a man of known bad character to get into an association. The methods of election prevent that, and the associations everywhere, as a rule, are composed wholly of worthy men. No distinctions as to rank or status outside are made. The chief engineer of the best ship in port is no more in the eyes of the associations than the oiler, who, possibly, sits alongside him in meeting. The respect due from one to another is not based upon any artificial consideration, but wholly upon the man himself. He must be worthy of respect or he would not be a member.—*Mechanical Engineer.*

NAUTICAL NOTES.

The demand of the dockmen at East Tawas for an advance of 50 cents a day has gone into effect.

John Turner, of the Turner line of ferry steamers, Toronto, has made an assignment. Liabilities, $12,000; nominal assets, $20,000.

The schooner A. Boody, owned by Captain Grummond, of Detroit, had her foremast splintered by lightning at Milwaukee last Thursday.

There were shipped from Muskegon during the week ending September 18, 17,365,000 feet of lumber, 4,000,000 shingles, and 150 cords of slabs.

The steam yacht Angler, of New York, with headquarters at Oswego, we learn, has been sold to the government and will be used as a survey steamer.

Mr. L. Coste, C. E., engineer in charge of the harbors of Ontario, was in Kingsville last week inspecting the harbor with a view of making further improvements to it this year.

It transpires that the report of the drowning of Captain J. H. Glass, of Sarnia, master of the steamer Foster, in Georgian Bay, is not correct. The drowned man was Elton Glass, also a resident of Sarnia.

A dispatch from the Sault says the steambarge Superior, upbound, had her machinery disabled. A heavy gale of wind was blowing from the southeast. The steambarge Siberia was aground broadside in the canal and blocked the passage.

The steamer Quebec, which was granted American papers last week by the Treasury Department, now bears the name of F. E. Spinner, the former Treasurer of the United States. Captain Swartwood, formerly of Murphy's tug Gladiator, will command her.

During the storm last week the scow Spray was run into by the O. Shaw. She lost her anchor and was otherwise so damaged that it was necessary to beach her. All hands jumped ashore. The crew of the other boat was taken off by the Evanston life saving crew.

Two new life saving stations on Lake Michigan have been formally opened. One is located at the entrance to the Sturgeon Bay canal, and the other at Holland, Mich. Lieutenant Rogers, inspector, says the service is in better working condition now than ever before.

About twenty-five passengers on the steamer Ontario, during her rough passage from Clayton to Charlotte, recently presented Captain Estes with a valuable marine glass, with appropriate remarks concerning his gallant conduct. Captain Estes responded with a few words of thanks.

All the steamships of the Allen line are being registered at the port of Montreal as they come in, and now carry the Canadian ensign at the peak instead of the British one, as formerly. It will make a great increase in Canadian tonnage, adding 50,000 tons to the ocean tonnage of Montreal.

The lake freight business of the Lehigh Valley has been increasing so rapidly that an enlargement of the freight house on the Tifft farm has been found necessary. A contract has been made with Col. J. E. McIntyre to build an addition of three hundred feet, the work to be pushed as fast as possible.

The little schooner Union, of Tyrconnell, to Detroit, Captain Voight, loaded with wood, had her masts carried away and the boat was driven ashore at Rondeau last Saturday. She is a total wreck. The schooner was owned by Captain Voight; no insurance. The wood was owned by M. Conn, of Tyrconnell.

There is great complaint of grain shortages. For a week or so it is stated that big shortages have been quite the rule. The propeller City of Rome was 482 bushels short, the schooner M. J. Cummings 111 bushels, the M. S. Bacon 100 bushels, and the John Breden 50 bushels. These are but a few of the whole number.

The catch of big muscalonge, recorded in the anglers' association record at the Hubbard house in Clayton is as follows: Hon. John Buckley, Utica, 47 pounds; John H. Quinby, Albany, 46 pounds; Charles Gay, Albany, 42 pounds; Oil City guest, 39 pounds; Mrs. John H. Quinby, Albany, 17 pounds; total for the five, 191 pounds; average weight of each 35 1-5 pounds.

Captain H. C. Albrecht, master of the schooner C. C. Barnes, is dangerously ill at Erie. It is presumed that he has been prostrated by kidney troubles, which have caused him much suffering of late. His son George has arrived to take command of the vessel, and the captain will be sent to his home in Manitowoc just as soon as he is able to travel.

The Rothesay is said to have had a very successful season. She has carried thirty-two excursions since the second week in July. Each excursion has averaged 400 persons, or a grand total of 12,800. The Ogdensburg papers think the owners of the Rothesay would do a wise thing by taking the boat to that city, repair her there and change her to an American bottom.

The Erie canal is not yet superseded in its control of heavy transportation through New York state. Up to the 1st of August it has carried 6,000,000 more bushels of grain than to the same date in 1885, and has carried more grain than railroads competing against it. A year ago the railroads were playing a losing game trying to destroy canal competition. They only injured themselves. Now their rates are up, and boatmen are taking the largest part of the heavy traffic.

A small schooner was observed drifting ashore, about one mile west of Port Dalhousie pier last week, and was seen to fill and sink in about fifteen or twenty feet of water. A small skiff was attached to the davits and there did not appear to be any person aboard of her. She lies in such deep water that her name can not be seen. A water barrel, skiff and small leather covered valise which was empty floated ashore during the day. When first seen her mainsail was hoisted.

The Merchants' line has decided to withdraw its steamers from the Chicago and Montreal route and transfer them to Lake Superior. This move is prompted by the close of the passenger season, and the scarcity of through freight seeking shipment. During the summer months the line has had a fairly remunerative passenger traffic, but that is now cut off, and as very little export grain is now offering for the Montreal route, the steamers, being Canadian bottoms, have comparatively little business.

As an indication of the enormous amount of lake shipping at present in motion, the reports from the Sault ste Marie canal are interesting. On Friday, the 10th inst., 43,000 tons of shipping passed through the canal. This is the largest day's business in the history of this great artificial channel. Up to the 14th of this month 3,000,000 tons of shipping had passed through the canal since the opening of navigation. The probabilities at present are that before the season closes fully 4,000,000 tons will have passed through the locks. Should this happen it will be much the largest amount that has ever passed through in one season.

In speaking of the probable effect of the large amount of shipbuilding that will be done at many ports on the lakes this winter, a Cleveland vessel owner who is a careful thinker and an old sailor said: "There is no possibility of too much tonnage next season. The opening of navigation may find us with less vessels than we have to-day. Everything looks like bad weather this fall, and although we all hope for the contrary, considerable vessel property may find the bottom of Lake Superior before the season is over. I tell you vessels that go there in summer cannot do it the year around, and there will be plenty of the poor ones that will be tempted on account of good rates."

The race between the steamers R. E. Lee and Natchez from New Orleans to St. Louis created a national interest. The boats left New Orleans Thursday, June 30, 1870, at 4:55 p. m. The R. E. Lee was commanded by Captain John W. Cannon, and the Natchez by that veteran southern boatman, Captain Thomas P. Leathers. The time made on the trip of 1,218 miles. from New Orleans to St. Louis, by the R. E. Lee, was the best on record. This steamer reached Vicksburg in 24 hours and 38 minutes; Memphis in 2 days, 6 hours, and 9 minutes, and St. Louis in 3 days, 18 hours and 14 minutes. She arrived at the last named port at 11:25 a. m., July 4. The Natchez came in 6 hours and 36 minutes later. The officers of the Natchez claimed 7 hours and 1 minute stoppage by fog and breaking machinery. The time made by the R. E. Lee in this trip is the best on record for the entire trip, but Mark Twain claims that the time made by the Eclipse in 1853, from New Orleans to Cairo in 3 days, 3 hours and 20 minutes, was better, as the river was then longer. The average time of the Eclipse was 14⅜ miles per hour; that of the R. E. Lee was 14⅛ miles per hour.

VISITING THE LIGHTHOUSES.

Mr. P. Harty, of the marine department, has returned to Ottawa from an extensive tour of inspection of the lighthouses between Montreal and Port Arthur. He left Ottawa on the 2d of July, and was engaged at Montreal for a week superintending the loading of the steamer Canada, which had been chartered for the trip, with lighthouse supplies for all the lights extending over a distance of 1,200 miles. Over eight thousand gallons of oil were shipped beside large quantities of other necessaries. Commencing with the Lachine light, the Canada visited all the lights from there to Port Arthur, and arrived back at Prescott on the 23d of July. Mr. Harty states that magnificent weather was experienced both on the lakes and the St. Lawrence. There are in all, between Montreal and Port Arthur, one hundred and seventy-five lights and five fog alarms. The latter are giving great satisfaction, especially the one on Thunder Cape, which is a great benefit to navigators. The fog alarms at Port Colborne, Manitoulin island and Carribou island are also giving entire satisfaction. Mr. Harty states that the lighthouse system is working very satisfactorily, and he is of the opinion that the system of lighting used by the federal government is not excelled by any other in the world.—*Kingston News.*

The great Liverpool shipping brokers in their latest circular give a somber account of the condition of British shipbuilding interests. Builders and engineers, we are told, are very short of work, and the competition to secure the few good orders lately given out has been unusually severe, and prices more than ever rule favorably for the ship owner. A large number of secondhand steamers have recently been sold, but at very low prices, and many builders have new vessels left on their hands which they are anxious to dispose of. This surplus of steamers is in the face of the fact that new tonnage has fallen off greatly in comparison with previous years. On the Clyde, for example, during the last six months the shipping launched has been only 84,622 tons, while for the same time in 1883 it was 198,729 tons, in 1884 142,986 tons and last year 93,025 tons.

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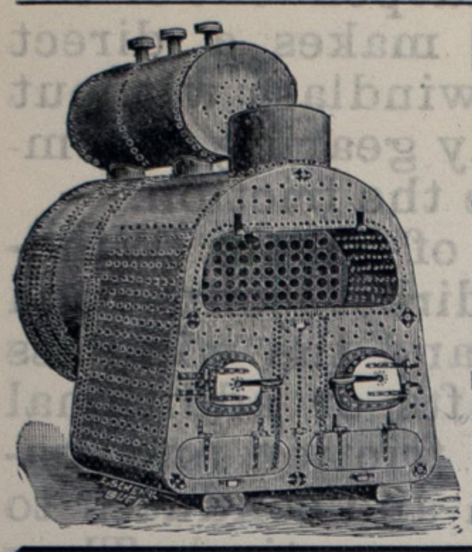

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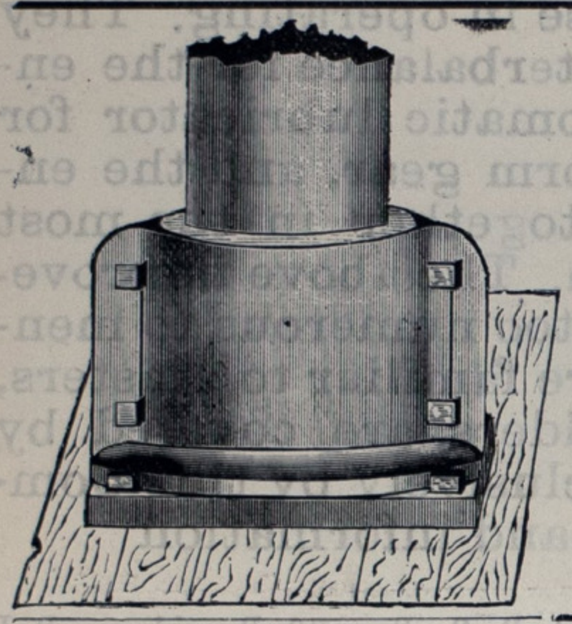

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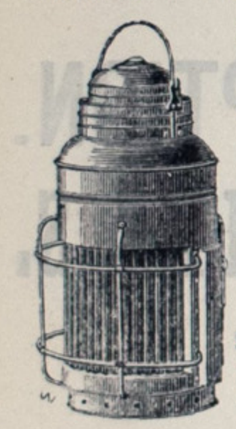

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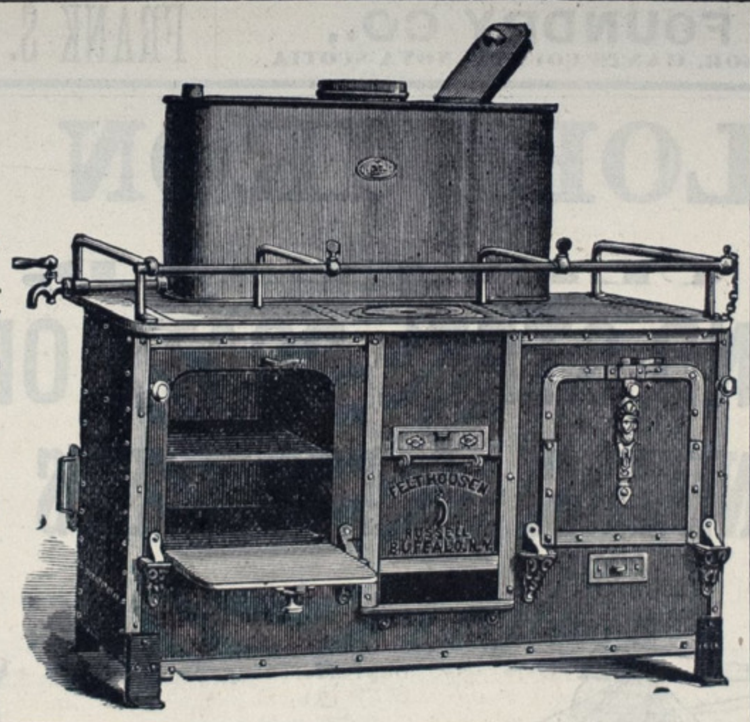

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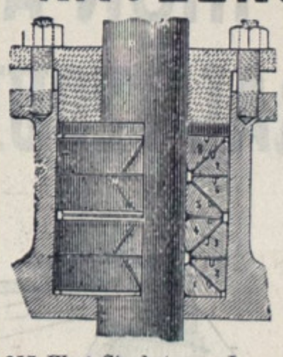

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OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, Sept. 20, 1886

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended Sept. 18, 1886:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Net.	Home Port.
			SAIL VESSELS.			
106,442	K D M T	Bktn.	Au Sable,	597.82	567 93	Portland, Me.
3.358	.....	Sl.	B. W. Beery,	4,26	3.84	Wilmington, N. C.
126.383	.....	Sc.	Char ie R. Lewis,	10 26	9.75	Onancock, Va.
126.384	.....	Sc.	Charles T. Beauchamp,	10 41	9 89	Crisfield, Md
135,902	.....	Sc.	Enos Webb,	9.17	8 72	NewBerne, N. C.
85,938	.....	Sc.	George Washington,	6 15	5.85	Crisfield, Md.
85,939	.....	Sc.	G. W Wilcox.	10 45	9.93	do do
14.449	K D M W	Sc.	King Philip,	1224.89	1163,65	Belfast, Me.
140,839	.....	Sl.	Louisa,	9.44	8.97	Charlestown, S. C.
140.840	.....	Sc.	Lena Beam,	33.51	31.84	Grand Haven, Mich.
140,841	.....	Sl.	Lillie B.,	12.14	11.54	Ferth Amboy, N. J.
140,842	.....	Sc.	L. F. Smith,	9.13	8.67	Onancock, Va.
91,872	.....	Sc.	Mable Wilson,	1224.58	1185.15	Port Huron, Mich.
91,873	.....	Sl.	Maggie S. Wilbert,	11 46	10 89	Perth Amboy, N. J.
91,874	.....	Sc.	Mal by,	26.38	25 06	Norfolk, Va.
150,381	.....	Sl.	Phantom,	6.30	5.99	Chicago, Ill.
150,382	.....	Sl.	Pilgrim,	12.49	11.87	Castine, Me.
150,384	.....	Cat.	Punch and Judy,	6.18	5.88	Pachogue, N. Y.
150,383	K D M V	Sc.	Planter,	.....	.....	Port Townsend, Wash.
110,709	.....	Sc.	Rowena,	12.33	11.71	New London, Ct.
116,120	.....	Cat.	Samuel C. Wickers,	7.11	6 76	Patchogue, N. Y.
28,109	.....	Sl.	Seph. S. Conover,	17.21	16.35	Somers Point, N. J.
			STEAM VESSELS.			
120,653	.....	St. p.	Freddie M.,	34.62	17.31	New Orleans, La.
95.890	.....	St. p.	H. B. Sinclair,	85.96	76.70	Pittsburg, Pa.
91,875	.....	St. p.	Mogul,	72.90	36.45	Charleston, S. C.
116,119	.....	St. p.	Star,	78.44	58.28	Pittsburg, Pa
57,887	.....	St. c. bt.	Smith, Davis & Co.,	131.30	110.42	Buffalo, N. Y.
			UNRIGG'D VESSELS.			
31.483	.....	Bge.	Beacon,	341.35	329.90	Perth Amboy, N. J.
34,155	.....	C. bt.	C F. Still,	133.87	127.18	Buffalo, N. Y.
51,161	.....	C. bt.	Maud S.,	99.66	94.68	Whitehall, N. Y.

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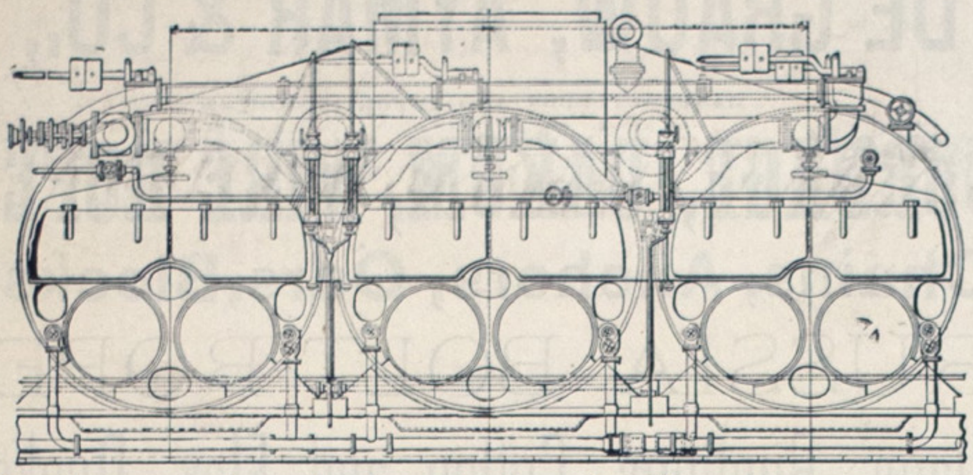

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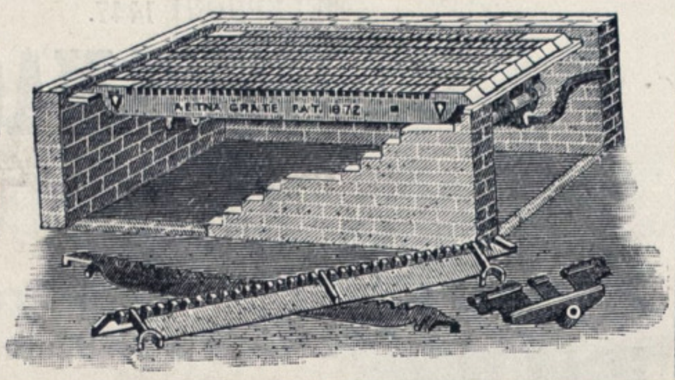

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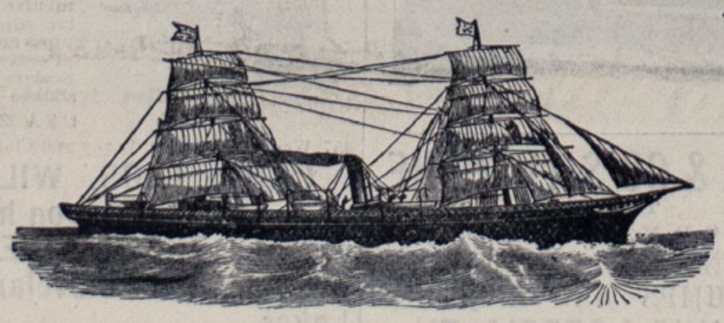

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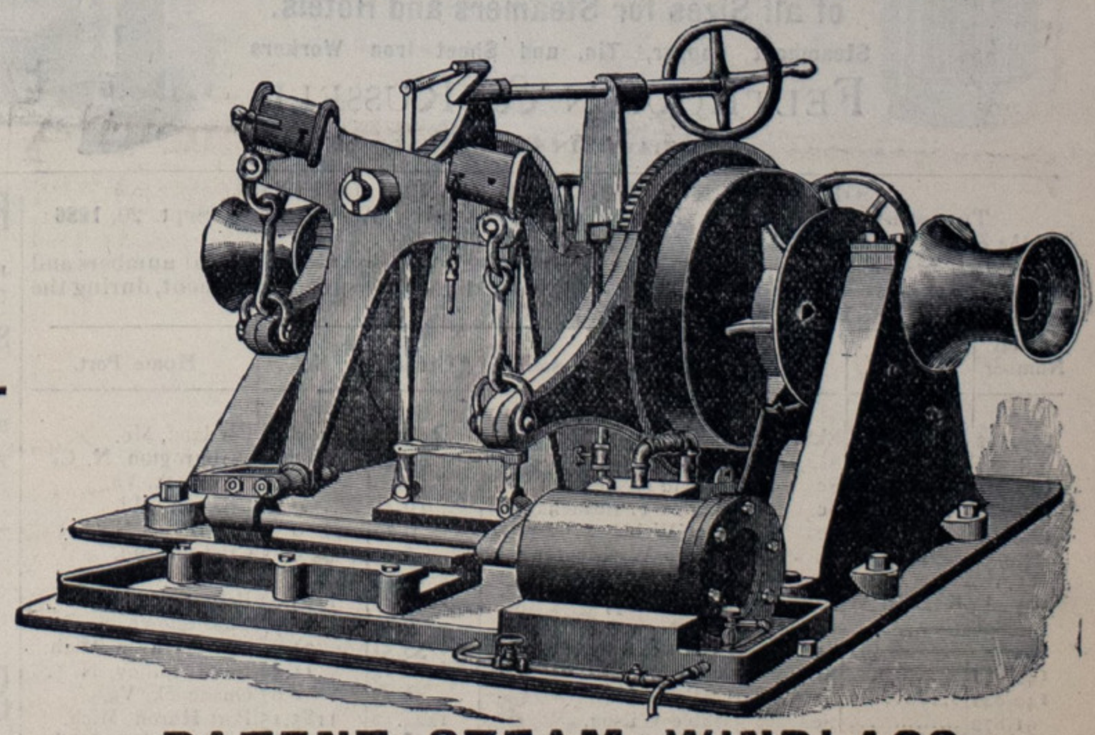

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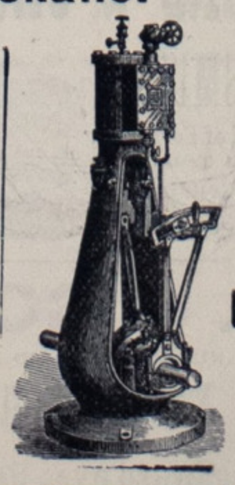

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